

COTTAM & CO.

FOR ANDERSON'S WATERPROOF,  
SOUTHAKE'S TRUNKS,  
&c., &c.  
Outfitters.  
3 & 5, Pedder Street.

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.

Sale Agents for the  
UNITED ASBESTOS COM-  
PANY, LTD. LONDON.  
DODWELL, CARLILL & CO.,  
General Agents.

NEW SERIES NO. 852.

日四廿月二年四十二緒光

WEDNESDAY, MARCH 16, 1898.

三拜禮

號六十月三英港香

THIRTY DOLLARS  
PER ANNUM.

## BUNNS.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1856.

SUBSCRIBED CAPITAL ..... Ven 12,000,000  
PAID-UP CAPITAL ..... 9,000,000  
RESERVED FUND ..... 6,360,000

Head Office:—YOKOHAMA.

Branches and Agencies:

KOBE NEW YORK

LONDON LYONS

SAN FRANCISCO HONOLULU

BOMBAY SHANGHAI

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARIS BANK, LTD.

THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCEY—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent

per Annum on the daily balance.

On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "

" " 3 " 3 "

S. CHOE, Agent.

Hongkong, 11th March, 1898. [382]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... \$1,000,000

Paid up Capital ..... 2,324,374

HEAD OFFICE—HONGKONG.

Court of Directors:

D. Gillies, Esq.

J. T. Lucas, Esq. Chow Tung Shang, Esq.

Chan Kit Shan, Esq. Kwan Ho Chuen, Esq.

Chief Manager,

G. W. F. PLAYFAIR,

Interest for 12 months Fixed, 5 per cent.

On Current Account, Daily Balances 2 per cent. per Annum.

Hongkong, 20th November, 1897. [383]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND ..... \$ 8,000,000

RESERVE LIABILITY OF PROPRIETORS ..... \$10,000,000

COURT OF DIRECTORS:

Hon. J. J. BELL-IRVING, Chairman.

R. M. GRAV.—Deputy Chairman.

C. BEUTMANN, Esq.

G. D. Böslig, Esq. A. I. Raymond, Esq.

G. B. Dodwell, Esq. R. L. Richardson, Esq.

David Gobhai, Esq. R. Shaw, Esq.

A. Haupl, Esq. N. A. Siebs, Esq.

CHIEF MANAGER:

Hongkong—T. JACKSON, Esq.

MANAGER:

Shanghai—J. P. WARD GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

T. JACKSON,

Chief Manager.

Hongkong, 12th February, 1898. [384]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted

by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on Deposits is allowed at 3½ per

cent. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK in be placed on FIXED

DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 1st August, 1898. [385]

TRY THE

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... \$300,000

RESERVE LIABILITY OF SHARE-

HOLDERS ..... \$300,000

RESERVE FUND ..... \$375,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per cent.

" " 6 " 31 "

" " 3 " 31 "

T. H. WHITEHEAD,

Manager, Hongkong.

Hongkong, 2nd June, 1898. [386]

MASONIC.

PERSEVERANCE LODGE OF

HONGKONG, No. 116.

A REGULAR MEETING of the above

LODGE will be held in the FREEMASONS'

HALL, Zetland Street, on FRIDAY, the 18th

instant, at 8.30 for 9 p.m. precisely. Visiting

Brothers are cordially invited to attend.

Hongkong, 10th March, 1898. [387]

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above

LODGE will be held in the FREEMASONS'

HALL, Zetland Street, on FRIDAY, the 18th

instant, at 8.30 for 9 p.m. precisely. Visiting

Brothers are cordially invited to attend.

Hongkong, 11th March, 1898. [388]

## Intimations.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(10)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	Chusan	E. Street	Daylight, 19th Mar.	Freight or Passage.
LONCO	Yapen	T. Leigh	Noon 19th March	Freight or Passage.
LONDON &c.	Bengal	L. M. Wibmer, R.N.R.	Noon, 19th March	Freight or Passage.
JAPAN	Rohilla	S. de B. Lockyer, R.N.R.	Daylight, 20th Mar.	Freight or Passage.
JAPAN, &c.	Mardia	R. L. Haddock, R.N.R.	Daylight 21st Mar.	Freight or Passage.
LONDON	Socotra	J. Price, R.N.R.	About 2nd April	Freight only.
LONDON	Borneo	F. C. A. Lyon, R.N.R.	About 6th April	Freight or Passage.

(Passing through the Inland Sea).

+ See Special Advertisement.

For Further Particulars apply to

1 via MARSEILLES,

H. A. RITCHIE, Superintendent.

Hongkong, 16th March, 1898.

## THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager,

Yokohama, 1st October, 1897.

(36)

ENGLISH ALES.



TRADE MARK.

Hong Name:

Y U E N W O.

TELEPHONE, No. 135. SOLE AGENTS:

H. PRICE & CO.,

No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 9th March, 1898.

## Intimations.

### UNITED ASBESTOS ORIENTAL AGENCY. LIMITED.

(10)

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,  
FOR THE  
UNITED ASBESTOS COMPANY, LIMITED, LONDON,  
CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

BEST QUALITY OF ASBESTOS GOODS AND PACKINGS.

HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT..... THOS. SKINNER.

DODWELL, CARLILL & CO., General Agents.

[37]

Hongkong, 1st March, 1898. [313]

## Intimations.

### THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE FIFTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the

# THE HONGKONG TELEGRAPH, WEDNESDAY, MARCH 16, 1898.

## To-day's Advertisements.

### THEATRE ROYAL

CITY HALL

Under the direction of Mr. ROBERT BROUH.  
Representative—Mr. HAMILTON.  
THIS EVENING, (WEDNESDAY), the 16th March, 1898,  
Commencing at 9 P.M.

### THE BROUGH COMEDY COMPANY.

THIS EVENING and TO-MORROW (THURSDAY)

FIRST PRODUCTION IN HONGKONG OF  
"THE CASE OF REBELLIOUS SUSAN,"  
"THE CASE OF REBELLIOUS SUSAN,"  
"THE CASE OF REBELLIOUS SUSAN,"  
By HENRY ARTHUR JONES.

FRIDAY and SATURDAY,

18th and 19th March,

"NIOBE."

"NIOBE," A Mythological Farce by H. & E. PAULTON.

MONDAY and TUESDAY,

21st and 22nd March,

"THE IMPORTANCE OF BEING EARNEST"

"THE IMPORTANCE OF BEING EARNEST"

"THE IMPORTANCE OF BEING EARNEST"

By OSCAR WILDE.

PRICES OF ADMISSION.  
DRESS CIRCLE and ORCHESTRA STALLS \$3  
STALLS ..... \$2  
PIT ..... \$1

Soldiers and Sailors in Uniform Half Price  
to the Pit only.

Doors open 8.15 P.M. Curtain 9 P.M.  
Box Plan now open at the ROBINSON Plane  
Co.'s Warehouse, where seats can be booked  
(and the Tickets obtained) six nights in advance.  
A Late Tram for the Park will leave each  
evening fifteen minutes after the termination  
of the performance.

Hongkong, 16th March, 1898. [330]

WANTED.

A N ASSISTANT ELECTRICAL ENGINEER Apply by letter, giving references  
and Copies of testimonials.

TO THE MANAGER,  
Hongkong Electric Co., Ltd.  
Hongkong, 6th March, 1898. [395]

TO LET.

HOUSE in BELLIOS TE RACE.  
ROOMS or OFFICES in BEACONFIELD ARCADE.  
OFFICES in BANK BUILDINGS now occupied  
by Messrs. BRADLEY & CO.  
OFFICE and GODO N in DUDDELL STREET.

THE HOUSE in the occupation of the JOINT  
TELEGRAPH Co.'s containing spacious rooms  
suitable as OFFICES: Possession from 1st JULY.  
A SMALL TWO-STORYED BUILDING  
at gate of 31 "WEST VILLA," POPOKLOM ROAD,  
FOUN CHINESE HOUSES with Sheds, etc., and 1 acre of land in YAUMATI on the  
water side immediately adjoining the Charbonnages Coal Store now in the occupation of  
Messrs. SCHELKE & CO.

Apply to  
BELLIOS & Co.  
Hongkong, 16th March, 1898. [395]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"HAILOONG,"  
Captain Robson, will be despatched for the  
above Ports TO-MORROW, the 17th instant,  
At Daylight.

For Freight or Passage, apply to  
DOUGLAS LAPRAK & Co.,  
General Managers.

Hongkong, 16th March, 1898. [387]

OCEAN STEAMSHIP COMPANY,  
FOR SHANGHAI.  
THE Company's Steamship

"MENE LAUS,"  
Captain Towell, will be despatched TO-MORROW,  
the 17th instant, at 4 P.M.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 16th March, 1898. [393]

THE CHINA AND MANILA STEAMSHIP  
COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO,"  
Captain Cobbar, will be despatched for the  
above Ports on FRIDAY, the 18th instant, at  
5 P.M.

This Steamer has Superior Accommodation  
for Passengers.

For Freight or Passage, apply to  
SHEWAN, TOME'S & CO.,  
General Managers.

Hongkong, 16th March, 1898. [393]

THE CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

FOR LONDON VIA STRAITS AND  
COLOMBO.

(Taking Charge at through rates for LIVERPOOL,  
GLASGOW, CONTINENTAL PORTS, RIVER  
PLATE, &c.)

THE Company's Steamship

"COPACK,"

Captain J. Barber will be despatched as above  
on TUESDAY, the 22nd instant.

For Freight, apply to

HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 16th March, 1898. [397]

HAMBURG AMERICA LINE.

FOR SHANGHAI, YOKOHAMA AND  
HIOGO.

THE Company's Steamship

"ANDALUSIA,"

Captain Schroeder, will be despatched for the  
above Ports on THURSDAY, the 24th instant.

For Freight or Passage, apply to

CARLOWT & Co.,  
Agents.

Hongkong, 16th March, 1898. [393]

## To-day's Advertisements.

### CATHAY CHAPTER, No. 1165.

A REGULAR CONVOCATION of the  
FREEMASON'S HALL, Zetland Street,  
on SATURDAY, the 10th instant, at 9 p.m.  
precisely. Visiting Companions are cordially  
invited to attend.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 16, 1898.

### REUTER'S MESSAGES.

#### SPAIN AND THE UNITED STATES.

LONDON, March 14th.

The Spanish Minister has presented his  
credentials to President McKinley, with mutual  
expressions of cordiality and a desire for close  
relations.

#### THE BRITISH TROOPS IN THE SOUDAN.

The march of the British brigade to Berber  
occupied four days and three nights, a remarka-  
blefeat. A great number of the men wore out  
their boots and arrived barefooted.

#### LORD SALISBURY'S HEALTH.

The doctors have ordered Lord Salisbury to  
the Riviera in a week's time.

Mr. Balfour will conduct the current business  
at the Foreign Office during his absence.

#### THE SECURITY OF HONGKONG.

Mr. Curzon stated in the House that steps  
required for the proper security of Hongkong  
had been occupying the Government for some  
time.

#### GARRISON FIELD DAY.

##### INSPECTION BY PRINCE HENRY.

We are informed (unofficially) that the Gar-  
rison (including Volunteers) will have a field  
day to-morrow and will be inspected by Prince  
Henry of Prussia.

#### LOCAL AND GENERAL.

THE buying rate for sovereigns is \$10.67 per £.  
MR. W. V. DRUMMOND returned to Shanghai  
by the Empress of Japan to-day.

For returning from banishment Wu Kau was  
sentenced to twelve months' imprisonment at  
the Magistracy to-day.

THE Secretary of the Sanitary Board (Mr. H.  
McCallum) informs us to-day that no cases of  
difterpox have occurred at Sasecoo Villa, Pok-  
fulam during the last two days.

For neglecting to hang out their lights three  
saman women were to-day fined \$2 or ten days.  
Some more of the class who moored within re-  
stricted limits were punished by similar penalties.

A CHINESE baker who had been hamboggling  
his customers with light weights came under  
Inspector Duncan's frown and the result was that  
he had to go to prison for three months if unable  
to pay a fine of \$75.

At the Theatre Royal, last night the Brough  
Comedy Company repeated the performance of  
"The Soldier" before another large audience.  
The performers scored the same success as when  
the play was first introduced the previous evening.  
Te-night "The Case of Rebellious Susan," a  
hilarious comedy by Henry Arthur Jones, will  
be produced.

His Lordship the Chief Justice to-day delivered  
judgment in the case of Wal Kok and others v.  
S. S. Hattan. His Lordship held that the  
Hattan was solely responsible for the collision  
and judgment was entered for the plaintiffs with  
costs of the action. Mr. J. J. Francis, Q.C.,  
appeared for the plaintiffs and Mr. W. M. Slade  
for the defendant.

TO-MORROW afternoon on the Happy Valley the  
Hongkong Football Club will play the 45th  
Company, S. D., R. A. Kick-off at five o'clock.  
This will be the last match in which the Hong  
kong Football Club will play for the present  
season. The Club team will be F. G.  
Davis, R. A. goal; W. D. Mayson and C. T.  
Kew, backs; F. H. Kew, H. Pinckney and H.  
W. Looker, halves; A. S. Antoh A. N. other;  
A. L. Lebridge, K. O. R., J. F. Noble, and F.  
Orward, forwards.

THE October-December number of the Imperial  
Maritime Customs Gazette is to hand and to  
those interested in the trade of China it offers a  
vast amount of statistics. It contains 235 pages  
of tabulated matter dealing with the imports,  
exports and revenue of no less than twenty-three  
ports, including the West River stages and the  
movements in the service are also given. The  
Gazette also contains a list of vessels measured  
during the quarter and other matter. The  
volume is very useful from a commercial point  
of view, and the concise arrangement of the  
returns makes it very handy for ready reference.

PRICE LISTS, with Full Details, to be had on  
Application.

PORT after removal should be rested a month  
before use. When required for drinking at  
once it should be ordered to be decanted at  
the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner  
Wines of very superior Vintages. All are  
true Xeres Wines.

CLOTHES.—Our Cloths, including the lowest  
priced, are guaranteed to be the genuine  
product of the juice of the grape and are  
not artificially made from raisins and currants,  
as is generally the case with Cheap  
Wines.

BRANDY.—All our Brandy is guaranteed to  
be pure Cognac, the difference in price  
being merely a question of age and vintage.  
WHISKY.—All our Whisky is of excellent  
quality and of greater age than most brands,  
in the market. The SCOTCH WHISKY  
marked "E" is universally popular, and is  
pronounced by the best local connoisseurs  
to be superior to any other brand in the  
Hongkong market.

WINE.—We only guarantee our Wines and Spirits  
to be genuine when bought direct from us in  
the Colony or from our authorised Agents at the  
Coast Ports.

A. S. WATSON & CO., LTD.  
THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897.

ABDOOL RHMIM, a police officer, was to-day  
sentenced to six months' hard labour with the  
alternative of \$58 for having blackmailed a  
Chinese hawker. The defendant, it seems, was  
taken in a trap made by his superior officers and  
he had very clearly tried to blackmail the Chinese.

THE returns of the number of visitors to the City  
Hall Museum for the week ended March 13th  
are—Europeans, 220; Chinese, 2,460; total  
2,680.

A BOATMAN charged with throwing arsenic in  
a comrade's eye was to-day sent up for six  
months' hard labour. The trouble had arisen  
in connection with the payment of coals em-  
ployed on the Reclamation works.

An enquiry was held at the Magistracy to-day  
regarding the death of a woman, who jumped  
from a balcony in Graham Street during a fire  
on the premises on the morning of Saturday last.  
A quantity of evidence was taken and the Magis-  
trate returned a verdict of death from shock by  
burns. And the deceased taken the course  
adopted by the other inmates of the house she  
would have been saved, but it seems that her  
cupidity cost her life as she returned to save  
some money.

A NEW YORK paper says:—Captain William C.  
Oldrieve of Boston has planned to walk across  
the Atlantic Ocean. He will begin his journey  
July 4th, and will be accompanied by Captain  
William A. Andrews of New York famous by  
reason of his voyage across the Atlantic in a  
small boat. It is nothing new for Captain Oldrieve  
to travel in a small boat, as he did so recently  
in 1892 and again in 1893. Captain Andrew  
is really the man who has brought about the  
whole affair. Here is his own statement: "In  
creditable as it may seem, next year we are really  
going to walk and sail down Boston harbor, out  
on to the ocean and over to Havre, France,  
through the great bore of the river Seine, and  
up to Paris, to be there to attend the Exposition  
in 1900 in our new sea-going shoes and the smallest  
fastest and best boat that ever crossed the  
Atlantic Ocean. Every vessel we speak on the  
ocean will report one of us walking and sometimes  
towing the boat in calm weather." The sea-  
going shoes of Mr. Oldrieve are the most  
wonderful part of the whole affair. They are a  
pair of cedar boxes five feet long with fins on  
the bottom and sides. They are very light and  
capable of supporting 140 pounds, but Oldrieve  
weighs only 130, they are as good to him as a  
steamer's deck.

FROM the Koninklijke Paketvaart-Maatschappij  
(which being interpreted means "Royal Steam  
Packet Company") we have received a very  
new little handbook entitled "Guide to the  
Dutch East Indies." The authors are Dr. J. F.  
van Beurden, and Mr. G. B. Hooye; and the  
Rev. B. J. Berntsen, B. A., is the translator  
from the Dutch. The "Guide" which is neatly  
bound in cloth, contains thirteen plates, illus-  
trating scenery and life in Batavia, and thirteen  
well-executed maps in colours. The reading  
matter is very interesting, describing graphically  
all the places touched at by the vessels of the  
company and explaining the best methods of  
reaching the districts in the interior. For the  
information of travellers there are particulars as  
to the outfit required for voyaging in the Dutch  
East Indies, gratitudes to servants and other  
matter of interest and the little volume refutes  
much credit on its compilers. Its only draw-  
back is the fact that in binding it pages 1 to 16  
have been inserted in the wrong place. We may  
mention that Messrs. Thor. Cook & Sons, the  
world famous tourist agents arrange in London  
for passage by vessels of the Royal Steam  
Packet Co. The vessels of the line have very  
fine passenger accommodations, the cabin being  
well adapted for travel in the tropics and the  
saloon are most luxuriously fitted and decorated.  
An excellent table is maintained and the "Malay  
boys" make the best of stewards and waiters  
under the direction of a European chief steward.  
Electric lighting is used in all the vessels and  
generally the company has done all that is  
possible to make a tour of the Dutch East Indies  
pleasant, comfortable and expeditious.

"ANOTHER singular character," says the  
Fighting Gazette Review, "equally well  
described, is the lobster, hunter of Bembridge  
Ledge, who catches lobsters, of all things, with  
his naked feet and hands. Our guide quarters  
the ground like a water spaniel, sweeping aside  
the floating weed, thrashing his naked feet  
beneath the hanging banks, and passing rapidly  
from pool to pool. 'Here's a lobster,' he  
remarked, pointing to the bank of a hollow,  
where an irregular mound of sand lay upon the  
bottom. Opposite this was the mouth of the  
burrow, where the lobster sits and feeds; at a  
short distance was the bolt-hole, which it  
makes, like the rabbit, for escape. In time  
of danger, into this the fisherman thrust his  
foot, and, slipping off a foot or so of turf  
from above the main hole, put in his hand and drew  
out a fine blue lobster, which he grasped just  
behind the last of the smaller claws. As we  
splashed on, searching the shallows, we forgot  
something of the habits of lobsters, and of the  
manipulation by which they are dragged from  
their holes. Sometimes the young, no larger  
than prawns, are found sitting in the same  
holes with their elders. More commonly  
male and female lobsters have made a joint bur-  
row, and unite in defending it. At such times  
they will not bolt, but fight at the entrance.  
Then it is that the timid and tentative fingers of  
the amateur lobster catcher suffer." Just

# THE HONGKONG TELEGRAPH, WEDNESDAY, MARCH 16, 1898.

## ROYAL HONGKONG YACHT CLUB.

### ROYAL ENGINEERS' PRIZE.

Race March 3rd.  
Course.—Stonecutters (port Cowichow Rock) (post) Stonecutters (starboard) 16 miles.

Start, 1.2, 4.5, 6.8. 9. There was a light west wind at 11.30 when the starting gun went, and the boats got off fairly well together. *Chanticleer*, *Meteor* and *Maid Marian* went away in the close reach to Stonecutters, with *Erica* and *Phoebe* next. At the north side of Stonecutters the wind freshened up and *Maid Marian* and *Erica* got away from the others. On clearing the Island it was a long tack for the rock and *Maid Marian* made an extra to windward, in order to weather Cowichow but *Erica* made for the sea side of the Island followed by *Phoebe* and *Dart*. *Chanticleer* and *Meteor* following the *Maid Marian*. *Erica* had run into a calm and gave up. The rock was rounded by the leading boats as follows.—*Erica* 1.2, 4.5. *Maid Marian* 1.30. *Go*. *Chanticleer* 1.45. *Phoebe* 1.45.30. In the run back to Stonecutters the wind got lighter as the Island was neared, and boats all closed up on the leader. It was a drift with a west wind until the first boat got near the finish, when the breeze piped up again and the line was crossed at the following times.

	Corrected.	Points.	Total
<i>Erica</i>	3.42.4	3.42.4	0 1
<i>Maid Marian</i>	3.43.8	3.40.7	4 14
<i>Phoebe</i>	3.45.7	3.39.44	10 10
<i>Chanticleer</i>	3.47.40	3.40.43	1 5
<i>Meteor</i>	3.49.12	3.41.13	0 10
<i>Dart</i>	3.44.2	4.7.45	0 5

The prize was thus won by the *Maid Marian* with 14 points.

### NEWS BY THE AMERICAN MAIL.

The following telegrams from our San Francisco exchanges were "crowded out" of last night's issue:—

PARIS, February 11th.

Sarah Bernhardt is about to undergo a serious operation. She will leave her residence in Boulevard Periere to-morrow for the Maison de Sante, where an operation will be performed under the direction of Peral. For some time past the great actress has been suffering from intestinal pain. She felt them the first time when, in the last scene in "Les Mauvais Bergers," she had to fall full length. She was advised to take extreme care and avoid all fatigue, which she did, but the pains continued during the forty performances of the piece. She consulted Peral, who diagnosed the case as one of serious internal trouble and decided upon an operation to take place in June. Bernhardt was about to start on a provincial tour, but she has canceled her arrangements, owing to the pains becoming more severe, and the date of operation has been advanced.

There was a riotous demonstration on the Boulevard Sébastopol at 8 o'clock this evening. The rioters crushed the windows of Jewish stores over which were the names of Levy and Dreyfus. During the disturbance a shot from a revolver was fired. The Prefect of Police called out a large force of policemen to cope with the mob.

WASHINGTON, February 11th.

The Senate Committee on Appropriations to-day completed the consideration of the fortification bill. The committee recommended increases which double the figures of the bill as passed in the House. The amount carried by the bill as agreed upon is a little over \$9,000,000.

BUEÑOS AIRES, February 11th.

Advices from the *Herald's* correspondent in Rio Janeiro state that there is some reason to believe that representatives of the States of Rio Grande do Sul, Parana, Santa Catharina and Minas Gerais will soon meet and proclaim their separation from Brazil and establish an independent republic. Recent orders from Brazil to the United States for twenty locomotives are regarded by the Press of Rio Janeiro as a sign of a renewal of commercial relations between the two Governments.

COLUMBUS, (Ind.), February 11th.

The mysterious disappearance of George Cook, a wealthy old bachelor of San Francisco, who visiting his cousin, W. M. Newson's family, near the city, has excited the people here, and it is feared that he has been murdered for his money. The last time he was seen he had \$600 in his pocket.

Two weeks ago he left Mr. Newson's home to spend the day at the home of a neighbour and has not since been heard of. He is worth \$100,000, part of this being a tract of forty acres of land in and near San Francisco. He promised to leave his fortune to Mr. Newson if he would care for him during the remainder of his life. To this Newson agreed and was making arrangements to go to California. Mr. Cook is about 70 years of age.

Inquiries made of real estate men and other persons in this city last evening failed to disclose any clue to the identity of the George Cook mentioned in the above dispatch. No one of that name appears in the Real Estate Directory of San Francisco, and well-informed real estate agents say they know of no acreage property here under such ownership.

CINCINNATI, February 11th.

A Times Star special from Vanceburg, Ky., says: At Eacapla this county, this morning, Constables Cropper and Thacker attempted to arrest an old woman named Crowe, who was at her home with several grown-up daughters. Before the officers arrested it, one of girls flew at them like an enraged tigress with a big knife, dangerously wounding both officers. By this time the old woman and another daughter drew revolvers, and the officers realized it was a fight for life. The battle raged for a few moments, and after the smoke cleared, Mrs. Crowe was found dead, riddled with bullets, and one daughter was dead. Those who survived are in a dangerous condition.

PANAMA, February 11th.

Ensign Joseph C. Breckinridge, executive officer of the torpedo-boat *Cushing*, which arrived here to-night with supplies for the *Mats*, was washed overboard in a storm just outside Havana harbour. His father is Inspector-General of the United States Army. The *Cushing* left Key West this morning with stores for the *Mats*. She pitched heavily in the fearful seas. As she slowed engine at 1 o'clock in sight of the coast of Cuba, Captain Breckinridge, who was stationed forward, was carried off his feet by a heavy sea. He succeeded in clutching a lifeline as he swept aft, but the line parted and he went overboard. Seamen Everett and Coppage started to go to the rescue in a lifeboat, but the craft was swamped in lowering and the men were thrown into the water. The *Cushing* was running through the sea, deluged from stem to stern. As Breckinridge was going under, Cook Daniel Atkins was overboard to his rescue. The *Cushing* finally obeyed her helm and swung around and maneuvered near the man in the water. Atkins, Coppage and Everett were taken on board in the same manner. Atkins fastening a line to him. The experience was too much for Breckinridge, however, and he died a short time afterward.

### ENGLISH OFFICERS.

THEY ARE THE WEAKEST POINT IN BRITAIN'S WEAK ARMY.

"Despite all its bravery, the British Army has shown once on the Indian frontier that it is as unfit for warlike expeditions as ever. The training and even the armament of the Infantry are faulty. The organization is cumbersome. Miserable mobilization, confusion in the assembly and preparation of the troops and the reserves, inadequate supply of ammunition and a badly organized commissariat, render it impossible for a British Army to appear with crushing force." If Russia were to make use of her opportunities, England, powerless as she is from a military point of view, would be forced to leave the gates of India in Russia's favor, and to thank her stars if she does not lose India altogether."

The sweeping condemnation of England's army has just appeared in the leading military paper of Germany, the recognized organ of the Berlin War Department, and has been called forth by the lamentable fiasco of the recent British operations against the insurgent tribesmen on the frontier of India. Called upon to face, not civilised troops equipped with all the latest appliances of military science, but men differently armed, and with no knowledge of military tactics or of the art of strategy, the flower of the Anglo-Indian army has ignominiously failed to accomplish its task, has been compelled to retreat before the enemy, and has destroyed in the eyes of the 300,000,000 inhabitants of the Indian Empire that prestige of the British army which is one of the chief foundations of England's supremacy in Hindostan. It is generally acknowledged that there has been no lack of courage on the part of either officers or men, and if the rank and file have given any indication of lack of discipline and of insubordination, it is only by refusing to obey when commanded to retreat. But the fault has been entirely and admittedly with the gross incompetence of the officers, who have displayed a degree of inefficiency that is calling forth the most scathing criticism from the English press itself.

NOT ENOUGH OF A STUDENT.

It is the English officer who, more than anything else, constitutes the weak point of England's weak army. Physically and socially he is superior to most of his continental comrades. Devoted from his earliest boyhood to athletic sports, and keeping his body both before and after receiving his commission in constant state of splendid training, he is, so far as the mere *physique* is concerned, much better equipped for the hardships of a campaign than even his German colleague. But in military science and tactics he is lamentably inferior to most foreign officers, and the time which the latter devote to the arts of their profession has raised the rank of Sergeant, under twenty-six years of age, enameled, and must possess a first-class certificate of education, under the army school regulations, unless they are recommended for distinguished service in the field. Of course this does not apply to the riding masters, band masters, &c., who receive the more old-fashioned idea that British pluck and brains more than stone when face to face with an enemy for any ignorance of the various branches of the science of war. It is owing to this neglect on the part of the British officers that the English army has remained at the great German field marshal, Count von Moltke, was wont to declare, much the same as it was at the battle of Waterloo, more than four years ago. While the navy has kept abreast of the times, the English naval officer being recognized all the world over as pre-eminent in all the numerous phases of his profession, the army has been left far behind in the race, and according to the decision not only of foreign military critics, but even of its own most respected commanders, is thoroughly incompetent to afford that degree of protection which is needed by the great British Empire in return for the immense sums of money that are squandered upon it.

Socially the English officer has, as a rule, the advantage of his continental comrades. Even in ultra-nationalistic Austria and Germany one often finds the sons of tradesmen, and even of petty shopkeepers, as well as men following the humbler callings in life, ranking as fully-fledged officers, either of the active army or of the reserve forces. Indeed, it was the latter day that an Austrian Prince, Windischgrätz, having commented somewhat sharply on the careless way in which a journeyman painter was varnishing his floors, was astounded to receive from the man a challenge to fight a duel for having insulted him. And as it was discovered that the painter held command of Lieutenant of Infantry in the reserves, the Prince had no alternative but to grant him the satisfaction demanded, receiving a sword wound in the right arm for his pains.

CASTE IN THE BRITISH ARMY.

In England such a thing would be impossible. True, a certain number of men are promoted from the ranks each year to commissions in the army; but they are mostly young fellows of good families, known as "gentleman rankers," who have enlisted as privates, with the object of eventually becoming officers after having failed at the competitive examinations for commissions.

The remainder of the commissions accorded to the rank and file may be described as of an honorary character, and are usually reserved for riding masters, bandmasters, &c., who are about to leave the army, and who thus enabled to retire into private life with the prestige and status of a lieutenant. The result of all this is that the English officer is by birth and education almost invariably a gentleman, who is far from being the case with any continental army; and to such an extent is the spirit of caste carried in the British Army that even the sons of immensely wealthy London shopkeepers have been forced to get transferred from one regiment to another on account of the ostracism to which they were subjected.

One peculiarity in which the English Army differs from their comrades of other nationalities is their antipathy to being seen anywhere in uniform when off duty. To such an extent is this carried that there are several clubs in Pall Mall and St. James' street, one of them a service club, where the rules expressly forbid any officer to appear upon the premises in uniform, except when on duty dates back to the second decade of the present century. Sickened by the *Boer* wars, the people of England were exceedingly alarmed lest their government should be tempted to follow the example of Continental monarchs, and to retain under arms an immense standing army. With a view of removing this sentiment and of quieting the popular fears, the old Duke of Wellington gave orders that none of the officers should be seen anywhere in public in uniform when on duty, save when engaged on duty. This practice thus originated, had gradually become a regular and permanent rule of military conventionality, and officers infringing it were taxed by their messmates with bad form, this being all the more strange as the uniforms of the British Army are not only some of the most costly, but also the most becoming of the European armies.

In conclusion it may be stated that the British officer, by his place, his physique, and usually by his birth, well equipped to act as a leader of men—but as a leader of men in times gone by. He does not realize that the successful officer of the present day must be more of the student than of the soldier, more of the cold, calculating mathematician than the warm-hearted, generous-minded creature of impulse; in one word, that the military leader of the close of the nineteenth century must no longer be a Prince Rupert, but a Moltke.—*Le Attached*, in *Wednesday P.M.*

By this time the attention of the entire table was attracted.

"I say, old fellow, your governor is a confectioner, is he not?"

"Yes, admitted that such was the fact.

"Then, why the devil didn't he make you a pastry cook?"

"By this time the attention of the entire table was attracted.

"Your father was a gentleman, was he not?" responded G—.

"Why, of course," exclaimed the young officer.

"Then, why the devil didn't he make you a gentleman?" quered G—, and for once in the way the laugh was on his side.

Let this spirit of caste should appear to readers as mere silly prejudice, it may be stated that no one was more firm in his conviction that the officers of the army should be recruited exclusively from the upper classes of society than Field Marshal von Moltke, who declared, when Gladstone abolished in 1870 the system of obtaining commissions in the army by means of purchase, that England had "given up all that remained good in her military establishment."

HOW COMMISSIONS ARE OBTAINED.

Commissions in the British Army nowadays are obtained in four different manners—first, through the royal military colleges of Sandhurst and Woolwich; second through the militia; third, through the university, and fourth, through service in the ranks. Admission to the Royal Military College at Sandhurst is granted to the successful candidates in an open competitive examination in ordinary subjects, and to a limit number of so-called "Queen's Cadets," who are generally the sons of officers, ex-servicemen, or heads possessed of court influence, on passing a more qualifying examination on the same lines. At the end of the course of instruction, which extends over eighteen months, the cadets are required to pass a qualifying examination to purely military subjects before being granted to a commission in the army.

With regard to those who enter the army through the militia, they have first to pass a qualifying examination in order to get a commission in the latter, then to serve two annual trainings with their regiments, and finally to undergo a competitive military examination among themselves, those who are successful receiving their transfer as officers to the regular army.

So far as the third method of becoming an officer in the army is concerned—namely, through the university—it is necessary that the candidate should be either a graduate of one of the British or Irish universities, or that he should have passed certain intermediate examinations of the university to which he belongs. In case of the vacancies being greater in number than the candidates, there are no additional examinations to pass while, on the contrary, the number of candidates exceeds that of the commissions, the distribution of the latter is decided by means of competitive examination. University candidates for commissions in the army are, moreover, required to produce certificates of proficiency in officer's drill, either from the militia or volunteer forces.

Those who obtain commissions from the ranks must be non-commissioned officers who have attained the rank of Sergeant, under twenty-six years of age, enameled, and must possess a first-class certificate of education, under the army school regulations, unless they are recommended for distinguished service in the field. Of course this does not apply to the Extra Reserve Fund, either from the militia or volunteer forces.

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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU	KOBE AND YOKOHAMA	THURSDAY, 17th March, at 4 P.M.
S. KAWAMOTO	MARSEILLES, LONDON, AND ANTWERP, VIA SINGAPORE (Transhipping Cargo for JAVA PORTS), PENANG, COLOMBO AND PORT SAID	THURSDAY, 17th March, at 4 P.M.
TOSA MARU	VLADIVOSTOK, VIA SHANGHAI, CHINFOO, CHEMLUPO, NAGASAKI, FUSAN AND GUNJAYA	FRIDAY, 18th March, at 4 P.M.
SACAMI MARU	BOMBAY, VIA SINGAPORE (Transhipping Cargo for JAVA PORTS), and COLOMBO	TUESDAY, 22nd March, at Noon.
IDZUMI MARU	KOBE and YOKOHAMA	WEDNESDAY, 23rd March, at 4 P.M.
R. NUNOME	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 28th March, at 4 P.M.
KAMAGAWA MARU	SYDNEY AND MELBOURNE, VIA TOWNSVILLE, ISLAND, TOWNSVILLE	FRIDAY, 1st April, at 4 P.M.
J. Mackesic	EDWARD H. HARVEY	EDWARD H. HARVEY
"YAMASHIRO MARU"	SEATTLE, U.S.A.	Concurrent at KOBE with S.S. YAMAGUCHI MARU sailing on the 5th April for SEATTLE, U.S.A.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 8th March, 1898.

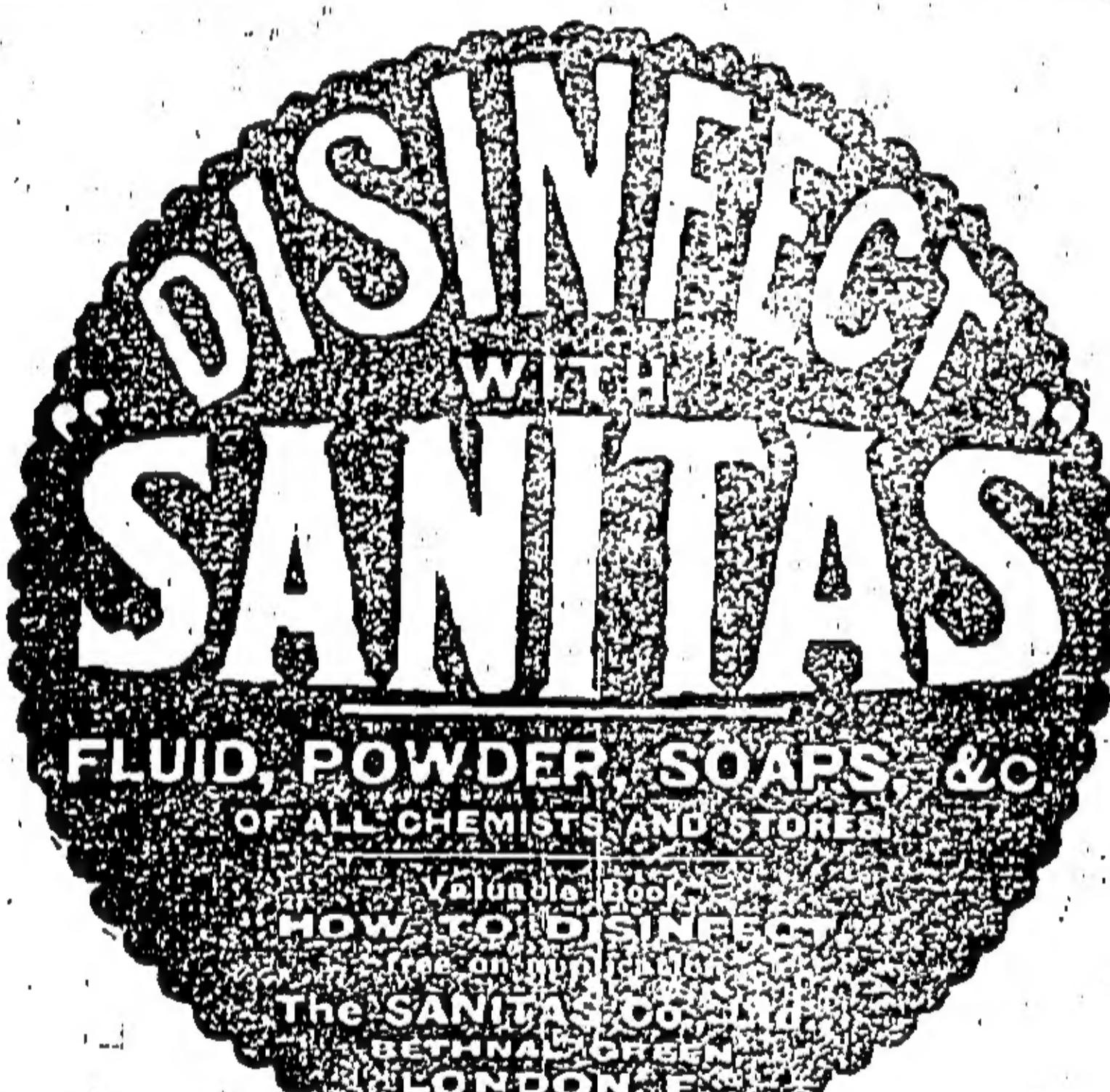
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CHINA NAVIGATION COMPANY, LIMITED.

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"WUHU," Captain Benson, will be despatched as above TOMORROW, the 17th instant at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th March, 1898.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY, (UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO S'ANGHAI AND KOBE.

THE Company's Steamship

"GISELA," Captain L. Brisch, will leave for the abo. places on SATURDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to SANDER, WIHLER & Co., Agents.

Hongkong, 12th March, 1898.

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FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS," Captain Dickens, will be despatched as above on SATURDAY, the 19th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th March, 1898.

MUGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GHAZEE," Captain Bailey will be despatched as above on TUESDAY, the 22nd March.

SS "LENNOX" ..... about 12th April.

SS "ATHAN" ..... 20th April.

SS "ENERGIA" ..... 3rd May.

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THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

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"OOPACK," Captain J. Barber, will be despatched as above on or about the 24th March.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 22nd February, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above on TUESDAY, the 26th instant, at 3 P.M.

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A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and vice versa.

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Hongkong, 8th March, 1898.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENALDER," Potter, Master, will be despatched as above on or about the 5th April.

To be followed by:

SS "CLAVERTON," on or about 19th April.

SS "MERIONETHSHIRE," on or about 3rd May.

SS "QUEEN MARGARET," on or about 17th May.

SS "ST. NINIAN," on or about 31st May.

SS "CRAIGEARNS," on or about 14th June.

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Hongkong, 15th March, 1898.

NORTHERN PACIFIC STEAMSHIP COMPANY:

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern ..... Wednesday | 30th March.

Prinz Heinrich ... Wednesday | 27th April.

Preussen ..... Wednesday | 25th May.

Sachsen ..... Wednesday | 22nd June.

Bayern ..... Wednesday | 20th July.

Prinz Heinrich ... Wednesday | 17th Aug.

Marschall ..... Wednesday | 14th Sept.

Preussen ..... Wednesday | 12th Oct.

Sachsen ..... Wednesday | 9th Nov.

Bayern ..... Wednesday | 7th Dec.

Prinz Heinrich ... Wednesday | 4th Jan. '99.

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N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

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